

Long-Term Air Transportation Study (LATS) Phase I Report:

Airport Facility and Capacity Assessment

Presented to the Washington Transportation Commission

November 14, 2006



Presentation Overview

What is the State's Interest in Aviation?

What are the Obstacles Facing Aviation?

What is LATIS?

What Did We Learn in Phase I?

What is the State's Interest in Aviation?

State aviation policy recognizes the following as the state's interest in aviation:

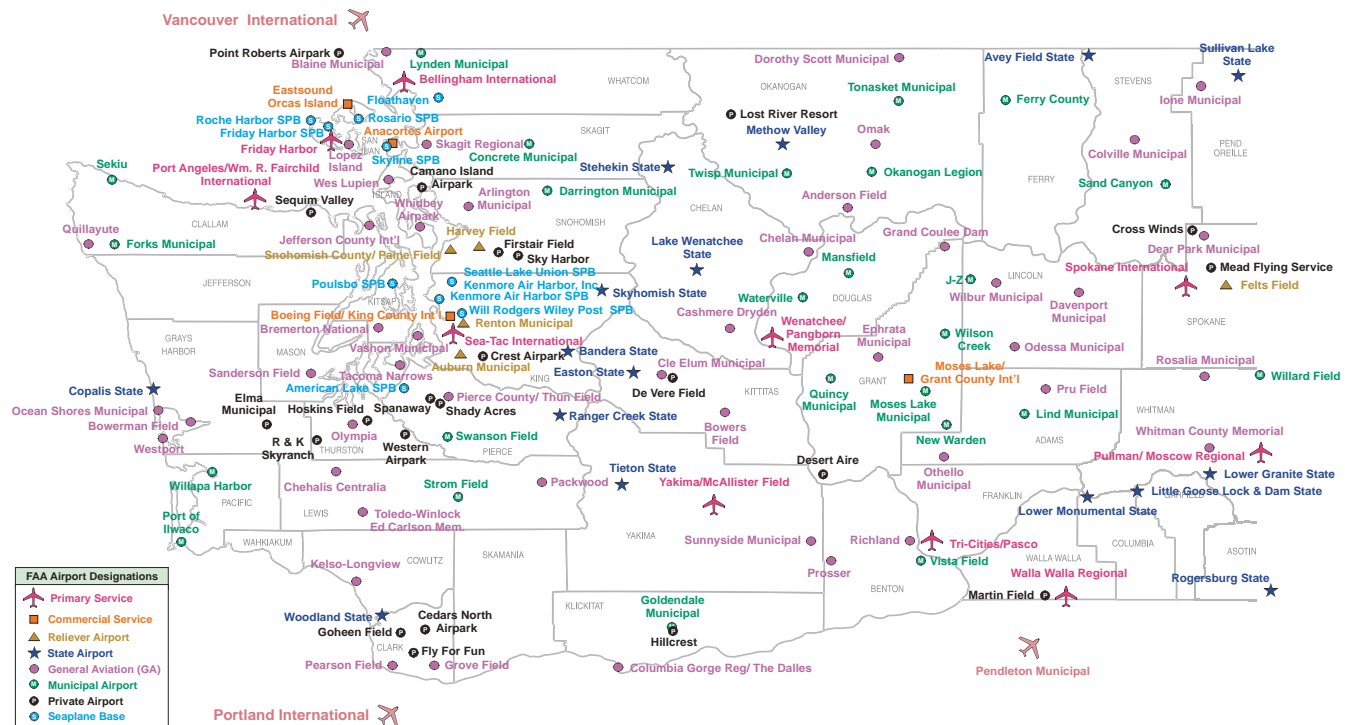
- **Preserve** aviation facilities and services that provide access to national transportation system and support local economies.
- Transportation by air is **safe**.
- **Capacity** exists to respond to growth, demand and access across the state, nation and world.
- Lessen negative **environmental impacts** of airports on people and nature.

How Does WSDOT Accomplish State Aviation Goals?

- Airport Aid Grant Program
 - Statewide Airport Infrastructure Improvements
 - Airport Layout Plans
 - Runway Safety Program
 - Airport Security Plans
 - Leveraging FAA Matching Funds
- Airport Land Use Compatibility Program
- Aviation Emergency Services
- Aviation Planning
- Operating 16 Emergency Airstrips

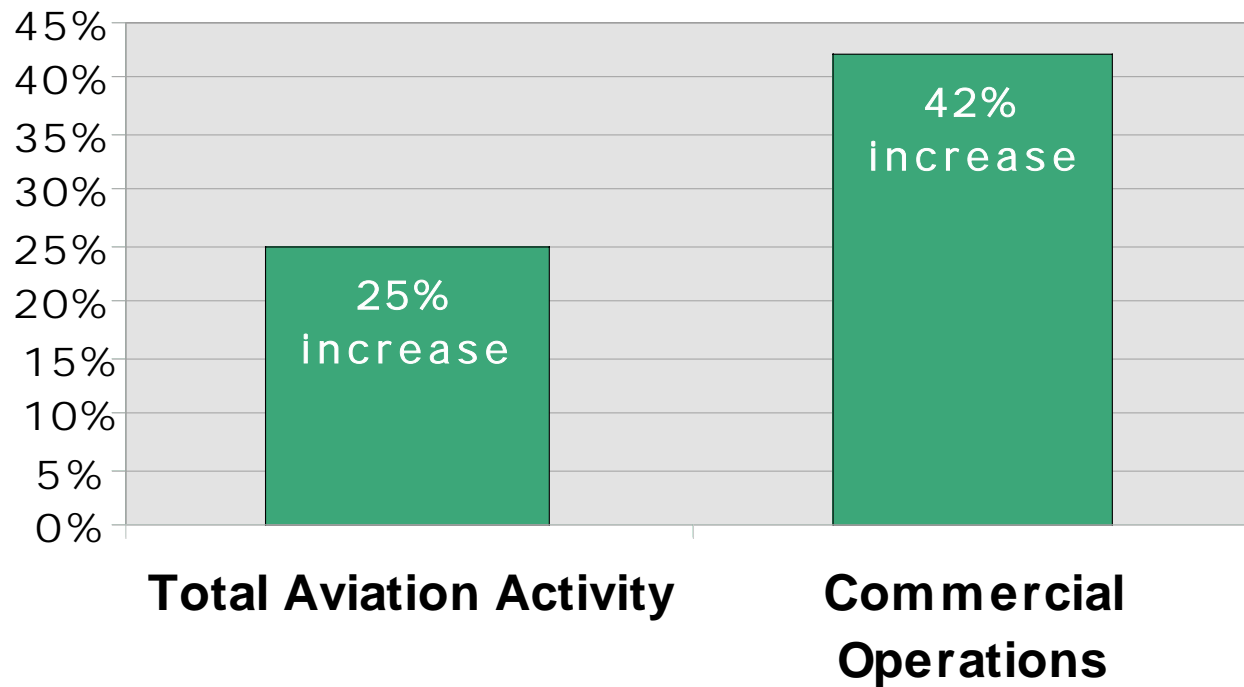
What is the State's Aviation System?

- 140 public use airports
- 20 airports with passenger service
- 14 commercial service
- 6 reliever



Aviation Trends: Is the Nation Prepared? . . .

FAA NATIONWIDE FORECAST - 2030



Source: FAA Long-Range Aerospace Forecasts, Fiscal Years 2020, 2025, and 2030 (July 2005)

... Is the State Prepared?

State Population
2004

2004 Rank	State	Pop (000)
1	California	35,894
2	Texas	22,490
3	New York	19,227
4	Florida	17,397
5	Illinois	12,714
6	Pennsylvania	12,406
7	Ohio	11,459
8	Michigan	10,113
9	Georgia	8,829
10	New Jersey	8,699
11	North Carolina	8,541
12	Virginia	7,460
13	Massachusetts	6,417
14	Indiana	6,238
15	Washington	6,204
16	Tennessee	5,901
17	Missouri	5,755
18	Arizona	5,744
19	Maryland	5,558
20	Wisconsin	5,509

Population Change
1995–2004

2004 Rank	State	Pop Change (000)
1	California	4,197
2	Texas	3,531
3	Florida	2,859
4	Georgia	1,501
5	Arizona	1,312
6	North Carolina	1,196
7	Virginia	789
8	Colorado	774
9	Nevada	753
10	Washington	723
11	Illinois	706
12	New York	703
13	New Jersey	616
14	Tennessee	574
15	Maryland	488

Source – Washington State County Growth Management Population Projections (Office of Financial Management, July 2002)

What Other Obstacles Threaten Aviation?

- Funding opportunities in question as fuel prices increase and Administration proposes dramatic funding cuts
- FAA forecasts predict significant increases and changes in aviation activity by 2030
- Washington lacks a statewide strategy to ensure adequate aviation capacity exists to accommodate predicted growth
- Long-range planning is needed now to make targeted investments to protect our aviation system for the future

Long-Term Air Transportation Study - Washington's Aviation System Plan

PHASE I	WHAT WE HAVE	<ul style="list-style-type: none"> ▪Assess existing facilities ▪Develop a baseline ▪Introduce state classifications 	Completed September 2006.
PHASE II	WHAT WE NEED	<ul style="list-style-type: none"> ▪25-year activity forecast ▪Commercial market analyses ▪Air cargo forecast ▪High speed passenger rail assessment ▪Future capacity analysis ▪Summary of system requirements. 	Currently underway; to be completed by July 2007.
PHASE III	HOW WE MEET THE NEEDS	Governor appointed planning council to provide recommendations for future airport strategies and statewide investments.	Will commence in July 2007; to be completed by July 2009.

What Did We Learn in Phase I?

Capacity Assessment

Facilities and Services Assessment

How Did We Measure Existing Capacity?

- Passenger Capacity
- Air Cargo Capacity
- Aircraft Storage Capacity
- Airport Operations Capacity

Passenger Capacity

Only Sea-Tac and Tri-Cities found to exceed 60% capacity utilization.



Air Cargo Capacity

Cargo capacity at Washington State airports mostly underutilized
Exceptions are Sea-Tac (80%) and Boeing Field/King County Int'l (60%)



Aircraft Storage Capacity

Aircraft parking and hangar storage has reached 85% statewide.
Several airports are close to reaching maximum utilization levels.



Aircraft Operations Capacity

Six airports at or approaching 60%

Harvey

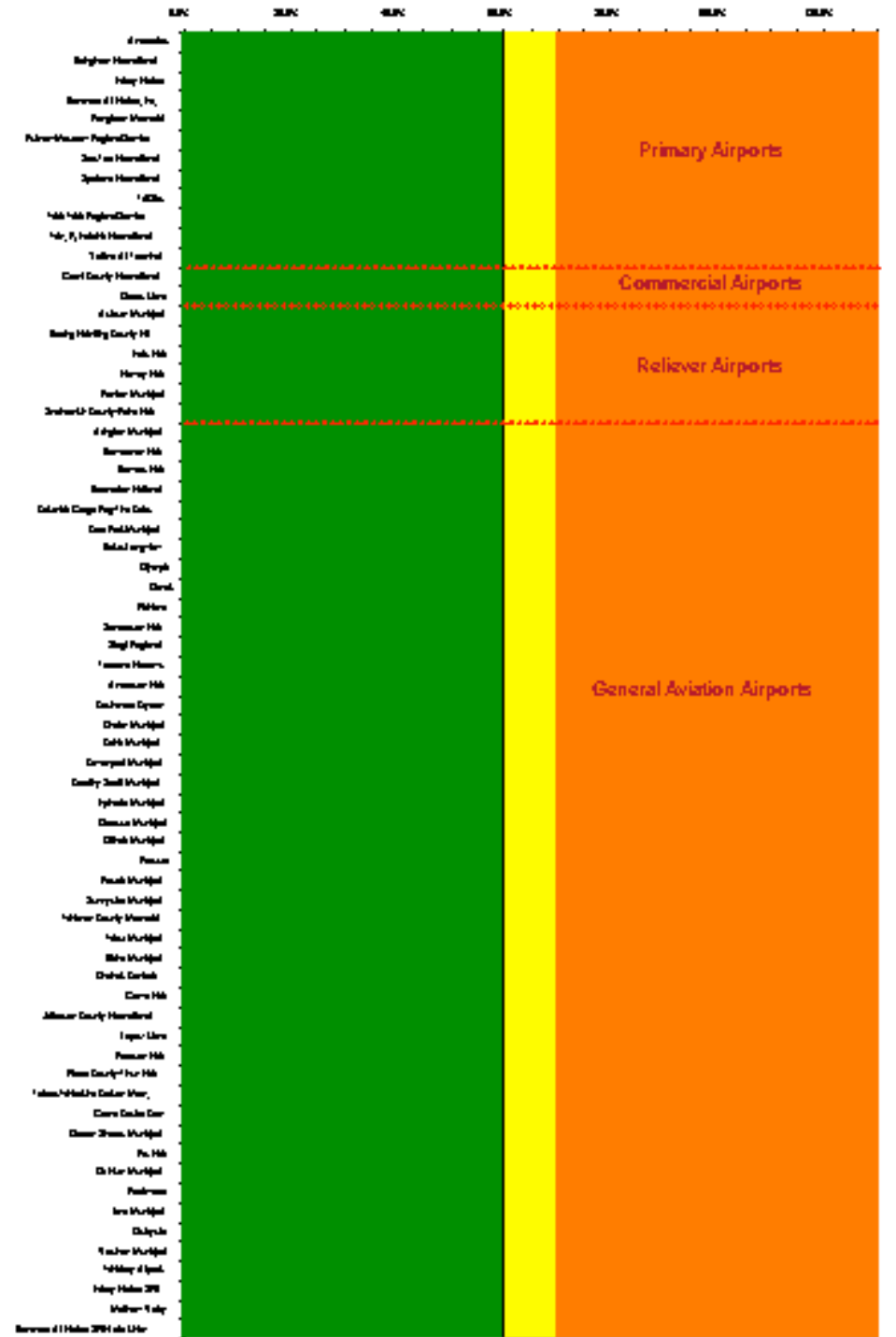
Sea Tac

Auburn

Boeing Field

Kenmore Air (Lake Washington)

Kenmore Air (Lake Union)



How Do We Measure Facilities and Services Performance?

State Classifications . . .

- . . . identify an airport's role and contribution to the local, regional, statewide and national air transportation system

Performance Objectives . . .

- . . . address a variety of facilities and services based on the airport's function in the system.

Commercial Service

15 Airports



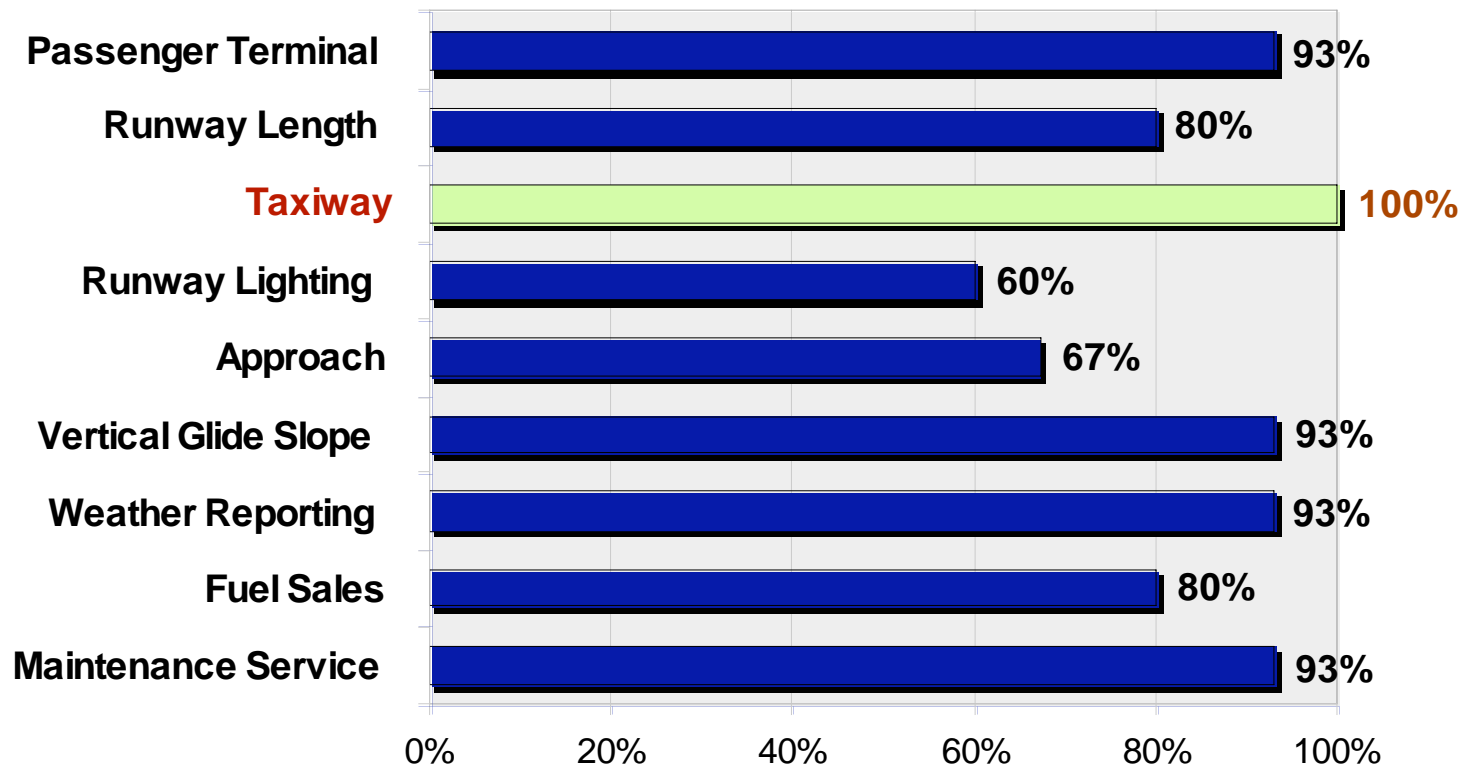
Commercial Service

15 Airports

Criteria	Explanation
Passenger Terminal	Yes
Runway Length	5,500 ft.*
Taxiway	Parallel
Runway Lighting	HIRL
Approach	Precision, or ? mile visibility minimum
Visual Glide Slope Indicator	Yes
Weather Reporting	AWOS or ASOS
Fuel Sales	100LL and Jet A
Maintenance Service	Full Service FBO and major maintenance

Results:

Commercial Service Airports Show Few Gaps in Facilities and Services



Regional Service

18 Airports



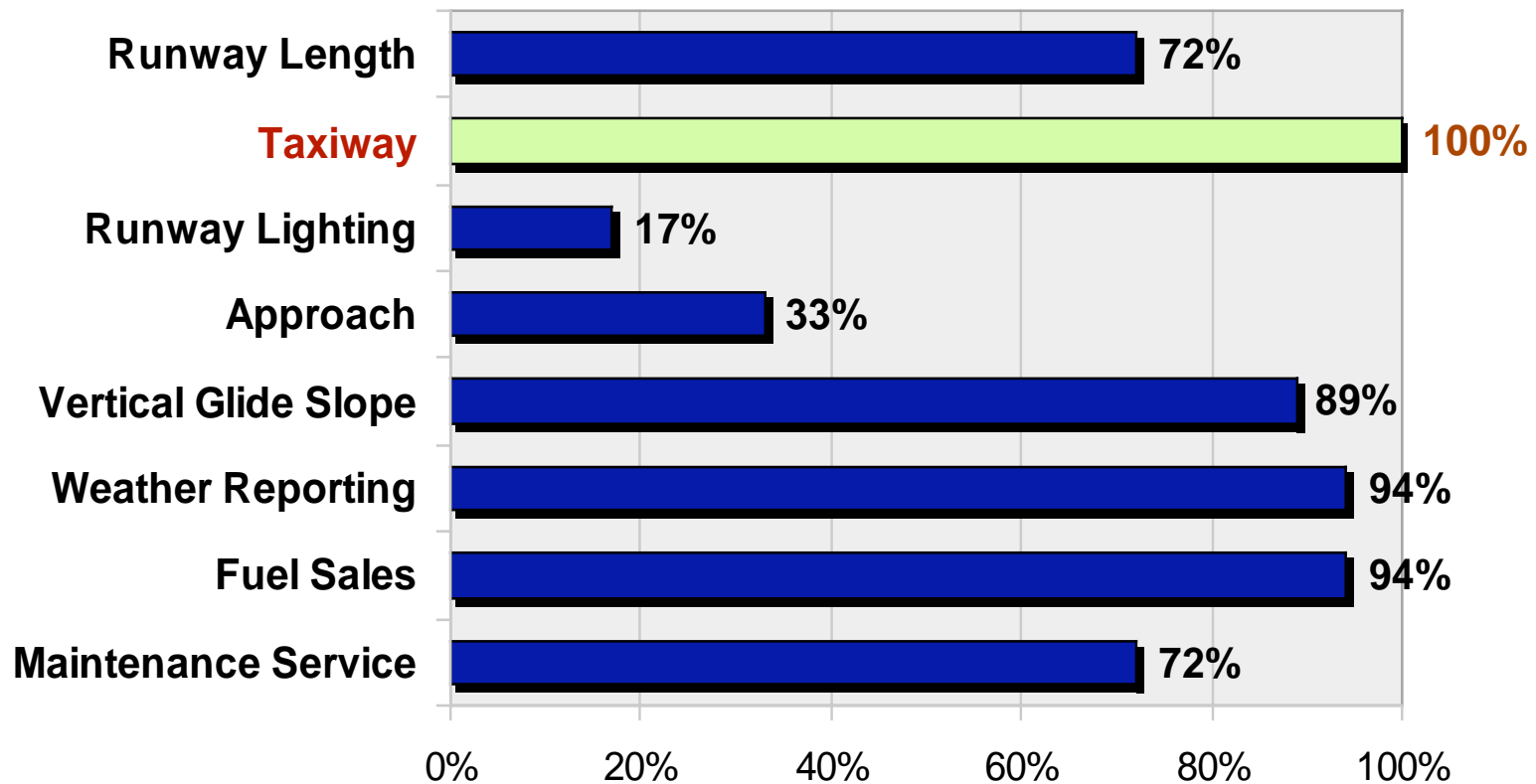
Regional Service

18 Airports

Criteria	Explanation
Runway Length	5,000 ft.*
Taxiway	Parallel
Runway Lighting	HIRL
Approach	Precision, or lower than ? mile visibility minimum
Vertical Glide Slope Indicator	Yes
Weather Reporting	AWOS or ASOS
Fuel Sales	100LL and Jet A
Maintenance Service	Full Service FBO and Major Maintenance Available

Results:

Regional Service Airports Show Gaps in Runway Lighting and Approaches



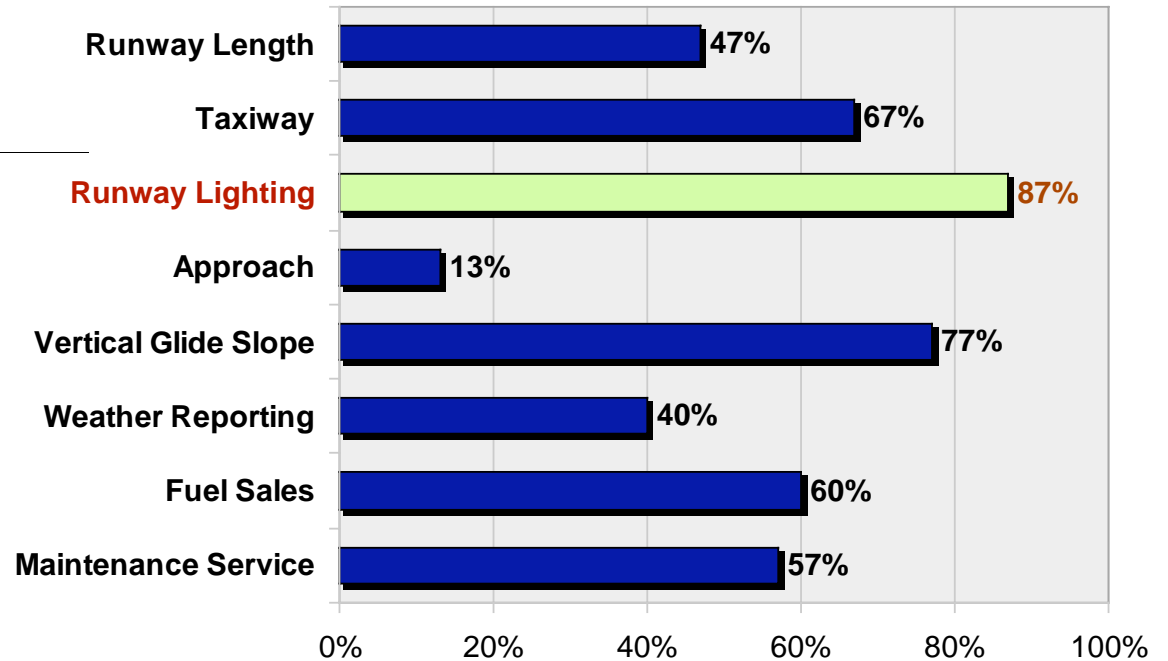
51 Airports



Results:

Larger Local Community Airports Show Gaps in Runway Length

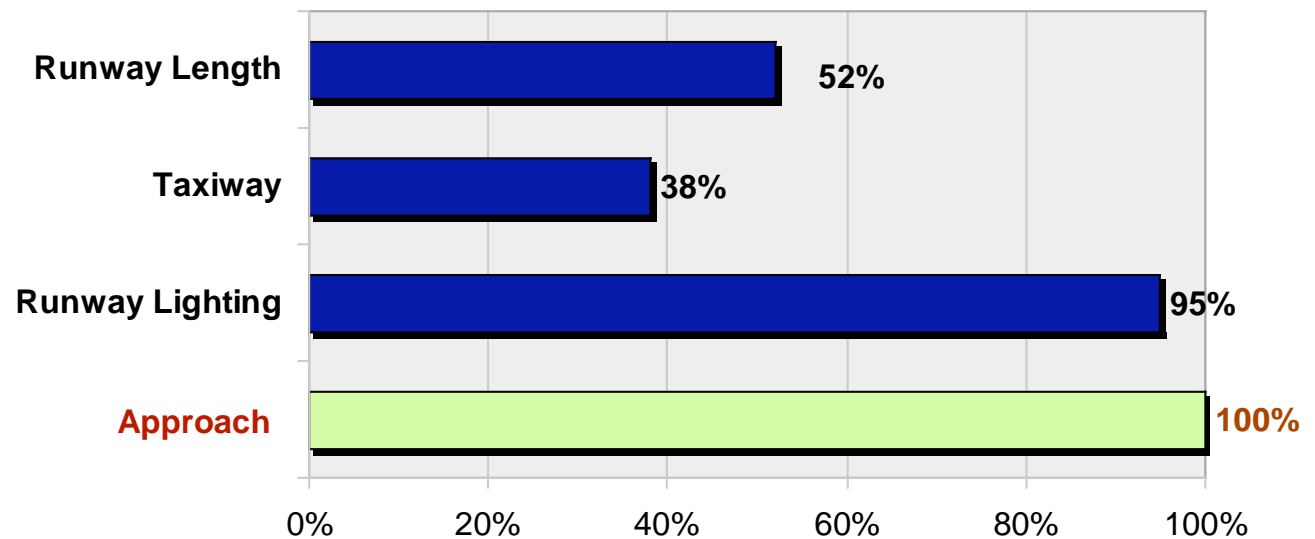
Criteria	Explanation
Runway Length	3,200 ft.*
Taxiway	Parallel
Runway Lighting	MIRL
Approach	Nonprecision, 1 mile visibility minimum
Vertical Glide Slope Indicator	Yes
Weather Reporting	Superunicom
Fuel Sales	100LL
Maintenance Service	Minor Service



Results:

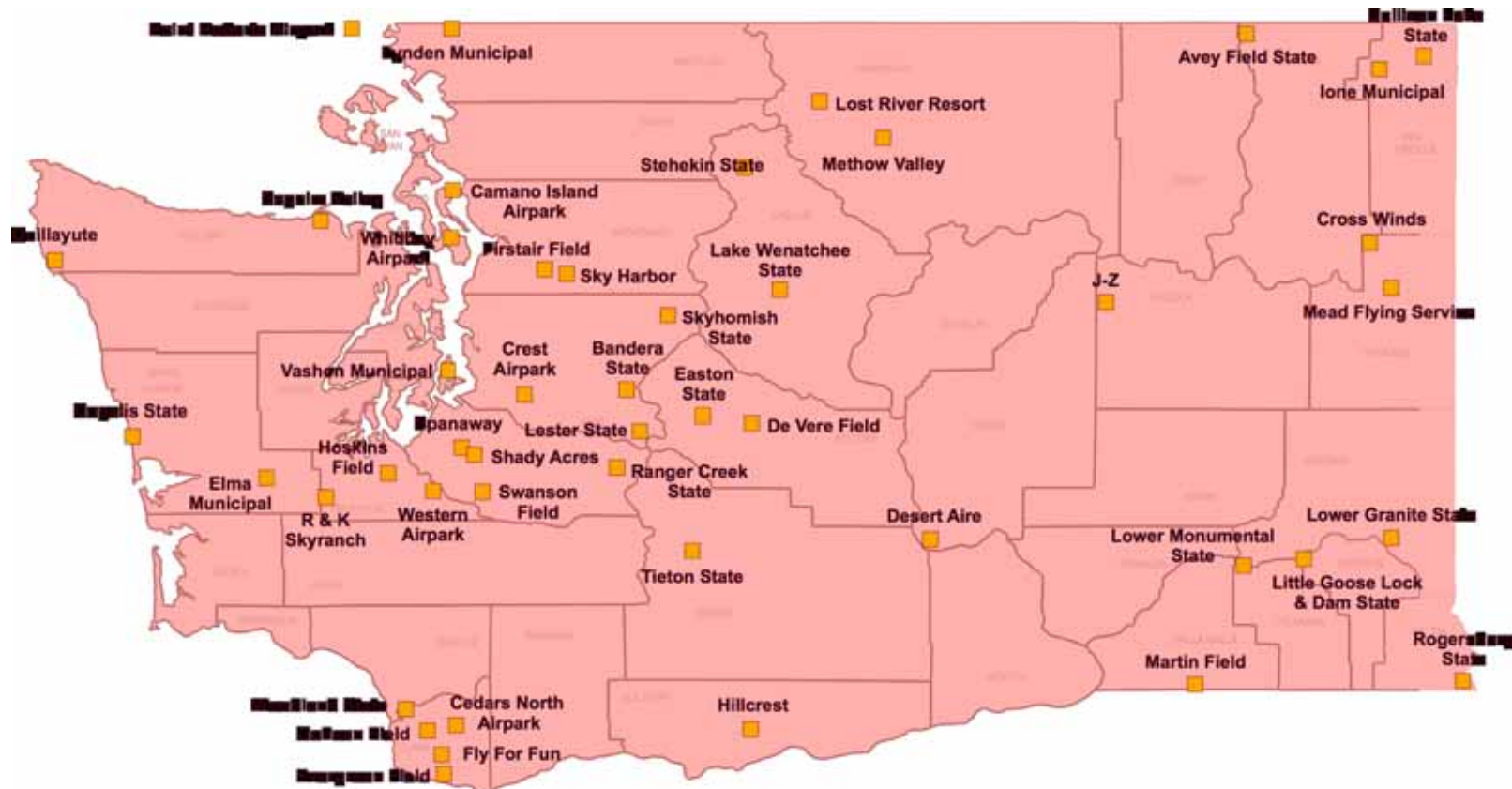
Smaller Local Community Airports Show Gaps in Runway Length and Turnarounds

Criteria	Explanation
Runway Length	2,800 ft.*
Taxiway	Turnaround at each end
Runway Lighting	Reflectors
Approach	Visual



Recreation or Remote

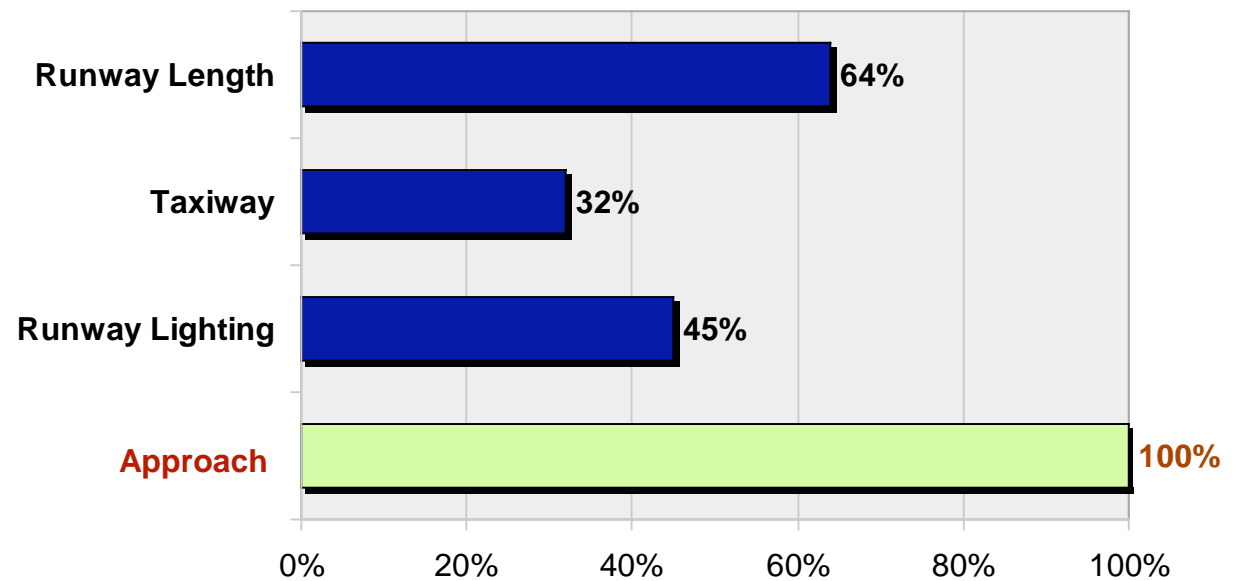
47 Airports



Results:

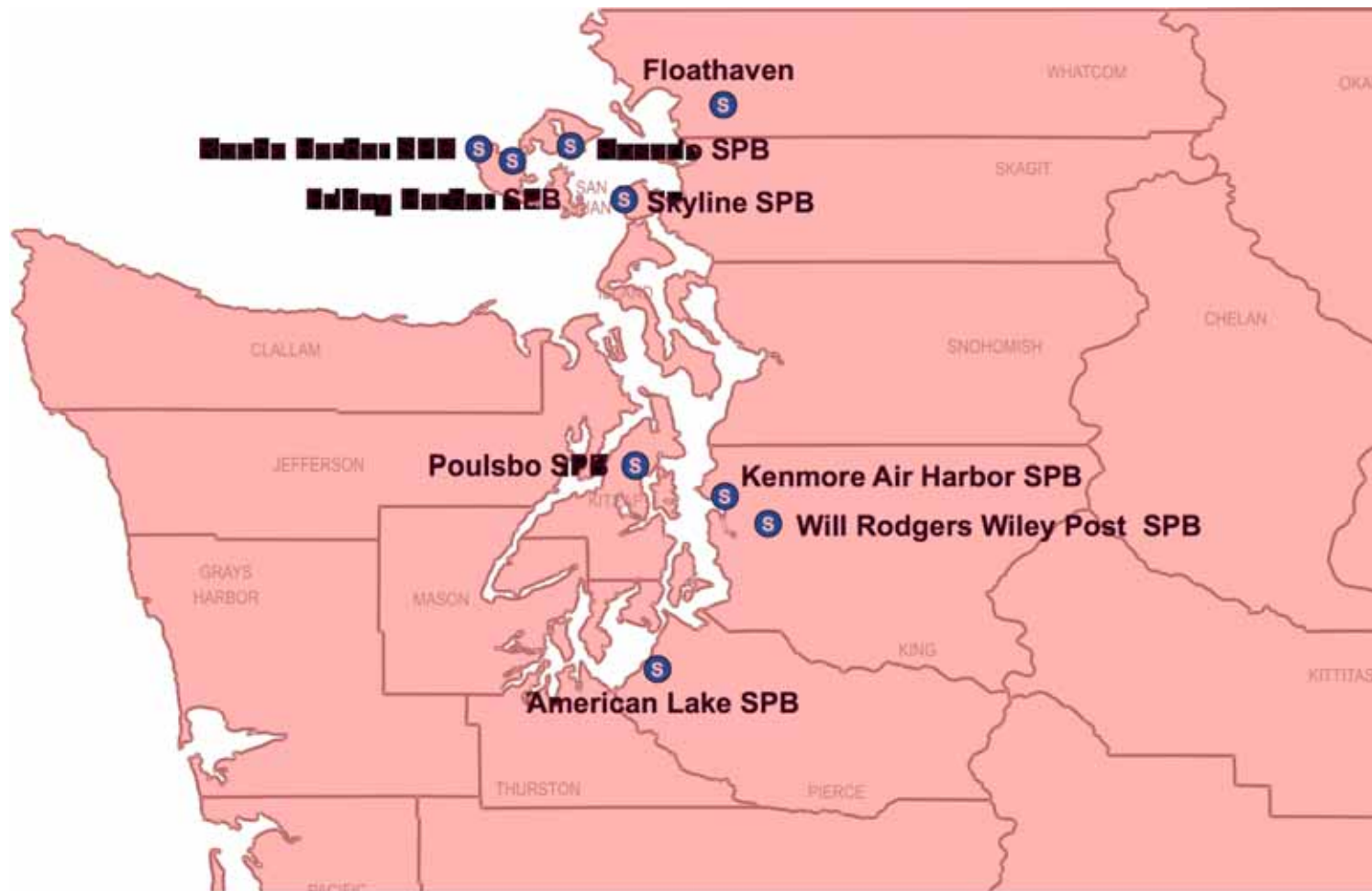
Recreation or Remote Airports Show Gaps in Turnarounds and Reflectors

Criteria	Explanation
Runway Length	2,400 ft.*
Taxiway	Turnaround at each end
Runway Lighting	Reflectors
Approach	Visual



Seaplane Bases

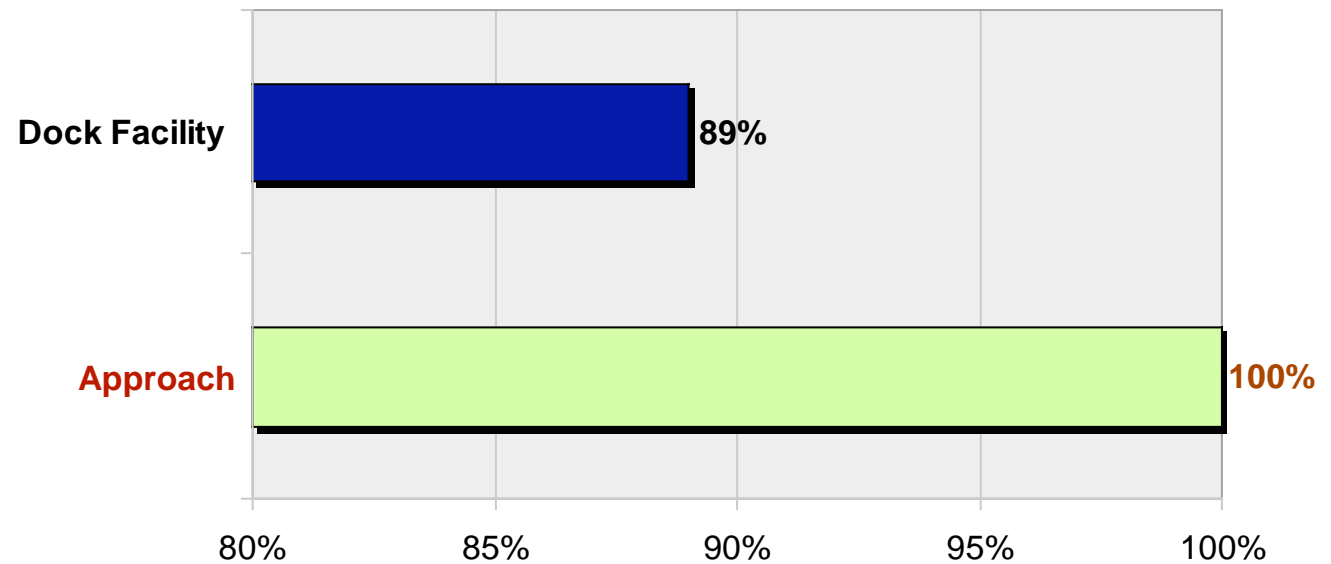
9 Airports



Results:

Seaplane Bases Meet Performance Objectives

Criteria	Explanation
Dock Facility	Yes
Approach	Visual



What's Next for LATS?

- Submit Technical Comments on Phase I Report by January 31, 2007
- Regional Briefings and LATS Presentations
- Phase II progress updates throughout 2006 - 2007
- Full Phase I & Phase II Technical Report in July 2007
- Public Meetings in Fall 2007